

WIDE GAUGE PLAN

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M'CULLOCH TO CONNECT INDIANAPOLIS AND CINCINNATI BY TROLLEY.

**Genius of the Union Traction Company
Arouses Enthusiasm at New Castle
for an Interurban Extension.**

NEW CASTLE-ANDERSON LINE

EXPECTED TO BE IN OPERATION BY
JAN. 1 OF NEXT YEAR.

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**Official Confirmation of Report that
the Union Traction Seeks to Secure
Wabash-Logansport System.**

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GREAT INTERURBAN DISTRICT

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MORE LINES BUILDING IN OHIO AND INDIANA THAN ELSEWHERE.

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**Rumors of Important Consolidation
Come from Haunts of the Dominat-
ing Eastern Capitalists**

Special to the Indianapolis Journal.

NEW CASTLE, Ind., April 2.—In response to a telegram from a number of local citizens

zens, George F. McCulloch, of the Union Traction Company, came to New Castle to-night and conferred with the City Council and citizens regarding the building of an Interurban line between New Castle and Anderson via Sulphur Springs, Honey Creek and Middletown. The Daleville-Middletown line, which was to have been built

by the Union Traction Company, has been practically abandoned, owing to right of way difficulties at Middletown. The New Castle, Cadiz, Markleville, Pendleton & Western line, which was under consideration, has been dropped on account of the

The line from New Castle to Anderson has been considered during the past few days at the request of C. S. Hernly and other prominent citizens. Mr. McCulloch

The people are enthusiastic over the subject, and the franchise will be granted a

the regular Council meeting next Tuesday night. The intention is to pay back the promoters of the Pendleton line all of the money expended by them in promoting the road, and to form a company of another name than the Union Traction Company.

to build the road, which cannot be built under the latter name because that company cannot further mortgage its property. The road would, however, be wholly under the same management, and will be operated from the Anderson power house.

Mr. McCulloch says the company will later build on to Richmond and thence to Cincinnati. This line, connecting with the Indianapolis & Eastern line here, will make a complete circuit to Indianapolis both ways, will connect Pendleton with New

Richmond and Cincinnati, and will divide Middletown's trade with New Castle and Anderson.

BIDDING FOR THE LINE.

George F. McCulloch Anxious to Secure Wabash-Logansport Road.
Special to the Indianapolis Journal.
WABASH, Ind., April 3.—The first official admission that a deal is on for the Wabash-Logansport traction line, from the

city to Logansport, thirty-five miles, was made this morning when Lyman T. Law, president of this city, general manager of the road, who piloted George F. McCulloch and party of Union Traction directors to Logansport, said that negotiations for the

transfer of the property to the Union Traction Company are in progress. Mr. Law is the son-in-law of Charles W. Blakeslee, the wealthy trolley magnate of New Haven, Conn., and is in a position to know the truth. He expressed doubt as to the ult-

mate sale of the line, as it is understood that the bid and asked figures are wide apart. He stated, however, that even if the deal failed, a traffic contract would be made with the Union Traction people which would put an end to all contests of a disastrous nature.

It is learned definitely that the New York people who own the Fort Wayne & Southwestern Traction Company have placed a price on the road from Fort Wayne to Wabash, and that the Union Traction Company may take the line within a short time. The March report of the Southwestern shows a great increase in its traffic over

March, 1932. In the latter year it handled 15,000 passengers, and the revenue was \$3,692; in March, 1903, it handled 43,582 passengers, and its earnings were \$8,590.00. The car mileage in March, 1902, was 6,980; in March, 1903, it was 23,849.

BIG CONSTRUCTION COMPANY.

Horace Stilwell Says a New Interurban Enterprise Is Organized.

Horace C. Stilwell, of Anderson, who was at the Edglish last night, confirmed the report that an interurban construction com-

"The organization will be effected," said Mr. Stillwell, "as soon as we can all get together here. At present we are so busy that it is not possible for more than two or three of us to be in Indianapolis at the same time. The company will do all the

construction work on the lines projected by the Union Traction Company. I cannot say what the capital stock will be, but the company will probably be incorporated for \$1,000,000. The name of the company may be the 'George F. McCulloch Construction Company,' although that is a matter that has not definitely been determined."

BIG INTERURBAN DISTRICT.
More Lines Under Construction in Indiana and Ohio Than Elsewhere.
A recent issue of the New York Commer

"James R. Keene is said to be interested in the project that has been on foot for some time to consolidate the interurban

lines of Indiana and Ohio. Senator J. E. Foraker, of Ohio, who is interested in the project, and whose brother is an officer in several of the most important companies, which it is proposed to bring under one management, has been in New York a great deal during the last two weeks, and has been in frequent conferences with Mr.

"The Widener-Elkins syndicate is the most important element in the proposed consolidation, but the Mandelbaum and Appleyard people, who have become ver-